MARINE REVIEW.

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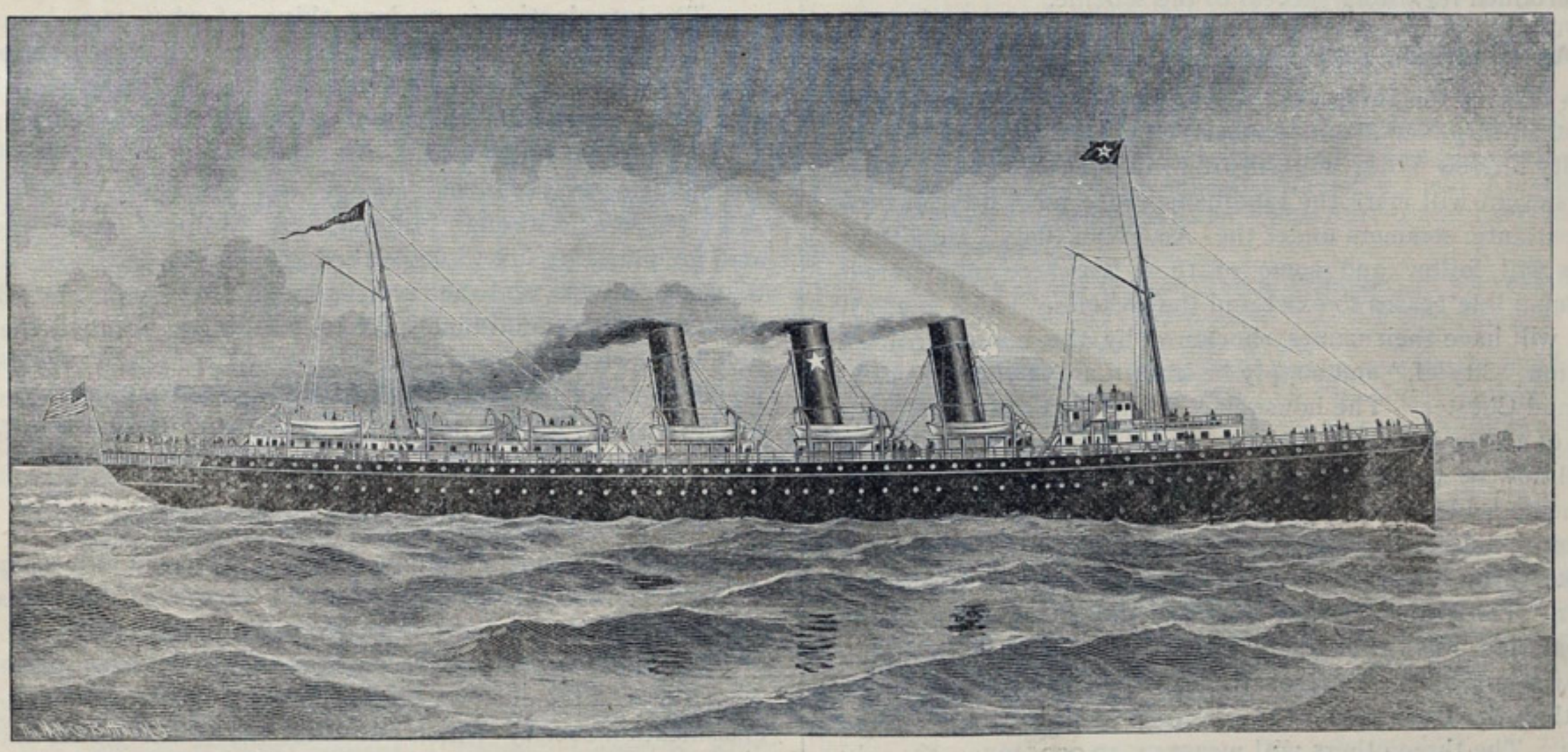
Figuring on Another Season—Still no Ore Sales.

Iron ore shipments from Lake Erie docks to the furnaces of Pittsburg and the Mahoning valley have been especially active during the past ten days, and there has been enough inquiry among ore sales agents regarding prices on next season's output to warrant the opinion that, if it were not for the stand taken by vessel owners on the question of freights, something in the way of sales would have already been accomplished. Prices would of necessity be lower, however, as the ore dealers, who are prevented from making sales on account of the lake freight situation, acknowledge that the condition of the iron market warrants the furnace men in seeking lower prices. As most vessel owners are alert to the conditions surrounding their chances for profit in the business of the coming season, and realize that they now hold the upper hand, the opinion that ore sales may be delayed into April or May grows more general with each week of inactivity. The transportation interests are also suspicious of a movement to depress the freight market, as shown by some recent negotiations regarding grain freights. The accumulation of grain at Duluth and Superior is practically equal to the utmost elevator capacity at the head of the lakes, and on this account vessel owners were of the opinion some days ago that they could readily secure a freight of 4 cents a bushel for vessels to go to Lake Superior for this grain upon the opening of navigation in the spring. They were surprised, accordingly, upon inquiry among Duluth grain shippers to receive answer from the shippers to the effect that they held offers for a million bushels of vessel capacity to load shortly after the opening at 3½ cents. At first thought this offer of tonnage, at what was considered a low rate, was charged to the American Steel Barge Company, but a story going the rounds of the lakes during the past few days attributes the proposed grain deal to an effort of one of the big iron ore companies to so affect the freight market as to admit of ore being sold at a reduction on last year's prices. The company charged with this offer to carry Duluth grain is the Minnesota Steamship Company, an adjunct of the Minnesota Iron Company and Illinois Steel Company, and it is said that the plan was to charter its fleet of steel steamers for one or two trips if forced to contract on the offer, and then depend upon the effect produced in lake freights to cover outside tonnage for early trips with ore. The story indicates the feeling among vessel owners as to freights, and their suspicion of being deprived of the advantage which they now hold, and is given simply for what it is worth.

Ohio coal producers, as well as the railway companies engaged in carrying the coal to Lake Erie ports, have about concluded details connected with an apportionment of the sales and a division of the traffic, and the operators of the Pittsburg district who ship by lake are understood to have again entered into negotiations for the formation of an association to regulate certain portions of their interests. It is certain that as a result of the long and severe winter throughout the northwest there will be a marked increase in the soft coal business, additional to that which has occurred regularly each year of late. A market will, without doubt, be found for more coal than the railways can carry to lake ports and the car question will be of the greatest importance. Shippers admit that lake freights will be somewhat higher than the averages of last season. They claim, however, that at this time a block of 100,000 tons of coal could be covered for the head of Lake Superior (Duluth, Superior or Ashland) at 45 cents lake freight. The contract rate last year was the same, 45 cents, but the average rate on "wild" cargoes throughout the season was 43 cents.



ONE OF THE GREAT NORTHERN TWIN-SCREW PASSENGER STEAMERS. (From the original prepared for the owners.)

The supplement to the last issue of the REVIEW, showing portraits of grand lodge officers of the Shipmasters Association, grouped, was reduced from a photograph 23 by 18 inches. Any one wanting the photograph of that size can have the same by sending $3 to the REVIEW, or for $1.50 we will send to any address the same picture, half the size.

Inland Lloyds Meeting.

Although the general agents of the insurance companies have not as yet begun a complete inspection of wooden boats in connection with the surveys of steel vessels being made by Capt. F. D. Herriman, it is understood that Capt. Daniel McLeod, chief inspector of wooden vessels, has been overhauling ratings and valuations of this class of vessels, and that more old timers will be dropped from the insurable class. The underwriters, who will meet in Detroit on the 16th inst., will get information from Capt. Herriman as to his examination of steel vessels, but this information can by no means be complete, as the inspector has as yet been able to examine not more than about fifteen steamers out of forty or more in Cleveland alone. It is expected by the general agents, as a result of recent meetings of vessel owners held in Detroit and Cleveland, that the vessels owners will pay a part of this cost of inspection, and will, accordingly, have a representation among the officers of the Inland Lloyds. This representation as planned will consist of the appointment of J. H. Bradley of Bay City to the position of president, with M. A. Bradley of Cleveland and James W. Millen of Detroit, vessel owners, and Frank E. Kirby of Detroit, a ship builder, as members of the executive committee. As these selections were made at meetings in which the vessel interests were only meagerly represented, and as there has been little interest manifested in the subject since the meetings were held, serious doubts are entertained regarding success of the scheme.

An American Line Under the American Flag.

On Feb. 25 the International Navigation Company's twin-screw steamship New York, formerly the well known Inman liner City of New York, will sail from the port of New York, and this event will mark the establishment of an American line of transatlantic steamers under the American flag. Important changes will follow and some of them are here enumerated: The Inman line ceases to exist and the steamers which made it famous will have their names shortened by the removal of the appelation "City of," and simply be known as New York, Paris, Berlin and Chester. The house flag of the American line will consist of a blue American eagle on a white ground. Southampton will now be the English terminus of the line and the arrangements made there will enable passengers to land at the new Empress dock directly from the steamship. A special train will take them direct to London in one hour and forty-five minutes. The Paris and New York are the steamers under the American flag, but the company intends to build at Philadelphia five new steamships. Two of these, already ordered, will be larger than the Paris and New York and will be built by the Cramps. The three others will measure 10,000 tons, or only 500 tons less than the Paris. It is the intention of the new company to run weekly from New York one steamer direct for Southampton and one for Antwerp, calling at Southampton and Boulogne. The steamers will be the fastest first-class boats. The company will also run a line of steamships to Queenstown and Liverpool. Two of the fleet for the Liverpool route are under construction on the other side. They will measure 8,000 tons, and will carry freight and second-cabin passengers only.

Sales of Vessel Property.

Transfers of vessel property reported within the past week are: Schooner Harold, Capt. James Davidson of West Bay City to Henry Leisk of Milwaukee and E. C. Recor and others of St. Clair, Mich., $35,000; steamer Susie Chipman, Capt. A. C. Wanvig of Milwaukee to Ole Groh and others of Sheboygan, Wis., $12,000; schooner Allegheny, Capt. Henry Leisk and others of Milwaukee to McCormick Bros. of Bay City, $17,000; schooner Albacore, Capt. John Ewart of Coburg, Ont., to Capt. Brund of Port Hope, $4,000 and the schooner Vienna in exchange; schooner Pride, Hans Hervig of Racine to Jacob Wilson of Milwaukee, $1,000; barge Nocque Bay, Peshtigo Company of Pestigo, Wis., to Stephen Transportation Company, $5,000; barge Advance, same to same, $3,000; barge Active, same to same, $3,000; barge Albert, same to same, $3,000; barge Peshtigo, same to same, $16,000; barge Mautenee, same to same, $4,000; tug Boscobel, same to same, $16,000. J. W. Heisner, George Harper and Colin McLaugelin have bought C. J. Smith's interest in the steamer Kittie M. Forbes, the consideration being at the rate of $55,000 for the whole.

Big Contracts for Ship Material.

The Cramp Ship Building & Engine Company of Philadelpha, a few days ago awarded the contract for all the steel of the new battle ship Iowa, and of the cruiser Brooklyn, to the Carbon Steel Company of Pittsburgh. This included the nickel protective armored deck. All the leading steel producers were competitors, the most prominent being Carnegie, Phipps & Co. of Pittsburgh. The Carbon Steel Company, which was reorganized some time ago, has a modern steel plant particularly suited to the manufacture of heavy plates and plates of the largest sizes for the construction of boilers and ships. Some large contracts on the lakes, notably one with F. W. Wheeler & Co. of West Bay City, have also been taken by this company recently. The Lake agency is the Condit-Fuller Company, Cleveland.

Building for Land and for Water.

The introduction in modern ships, of what may be called the engineering part, consisting of complicated systems of power distribution for lighting, signaling, ventilation, firing, propelling, and so on, has divided the art of shipbuilding between the naval constructor and the engineer, with the greater share to the latter. In building on land this change has not come about in the same degree. Although buildings are equipped much as ships are, the plans are left to be worked out mainly, or almost wholly, by the architects, and the result is much the same as though the naval architect would undertake to design and arrange the propelling, electric and hydraulic elements of a modern vessel. It is, perhaps, not too much to claim that the ships are much ahead in this respect, for the reason that there is a greater division of skill in their construction.—Industries, San Francisco.

Representatives of Lloyd's Register.

Messrs. Thomas Congdon, Harry J. Cornish and Samuel J. P. Thearle, all surveyors to Lloyd's Register, have been in Cleveland during the past week consulting with steel ship builders and ship owners. Mr. Congdon, who has headquarters in New York, is the chief surveyor in the United States for the classification society which publishes Lloyd's Register, and has been connected with this service for more than thirty-five years. Mr. Cornish is assistant chief surveyor, Lloyd's Register of Shipping, London, and has seen about thirty years of service with the association. He is a practical shipbuilder and naval architect. Mr. Thearle, who is also a practical ship builder and naval architect, is from Glasgow. He is the author of several works on shipbuilding and kindred subjects.

These gentlemen will visit all of the leading ports on the lakes and pursue a thorough investigation of everything pertaining to shipping matters here, directing their attention more particularly, of course, to the construction of steel ships. The object is to furnish to the underwriters of Lloyds, through the association publishing the register, all possible information regarding lake shipping, with a view to classifying steel vessels here. The visitors say that they have formed a very high opinion of the practical knowledge and courtesy of the gentlemen in the lake business whom they have met so far, and they feel that they will find their work of investigation a pleasant task.

PATTERSON'S NAUTICAL DICTIONARY AND THE MARINE REVIEW FOR ONE YEAR CAN BE HAD AT $6.

Detroit Transportation Companies.

In accordance with Michigan law, officers of transportation companies having headquarters in Detroit and adjacent suburbs elected officers as follows on Tuesday last:

Ward's Detroit and Lake Superior line—President, W. H. Stevens; vice president, John M. Nicol; secretary, John V. Moran; treasurer, Harry S. Hodge; manager, Cash P. Taylor; general freight agent, M. V. Borgman; commodore, Albert Stewart; directors, W. H. Stevens, John V. Moran, L. L. Barbour, H. S. Hodge, W. H. Irvine, David Wallace.

Detroit & Cleveland Steam Navigation Company—President, James McMillan; vice president and treasurer, Hugh McMillan; secretary and general manager, David Carter. These, with W. C. Mc Millan and George Hendrie, are the directors.

Hamtramck Transportation Company—President, Hugh McMillan; vice-president, W. C. McMillan; general manager, J. W. Millen; secretary and treasurer, W. K. Anderson; directors, the above and James McMillan.

Duluth & Atlantic Transportation Company—President, James McMillan; vice president, Hugh McMillan; general manager, James W. Millen; secretary, W. C. McMillan; treasurer, W. K. Anderson, directors, the above.

Sulphite Fiber Transportation Company—President, Charles L. Ortman; vice president, general manager and secretary, Capt. M. W. Humphrey; treasurer, A. G. Lindsay; directors, the above named.

Detroit Transportation Company—President, James McMillan; vice president, Hugh McMillan; general manager, James W. Millen; secretary, W. C. McMillan; treasurer, W. K. Anderson; directors, the above.

Whitney Transportation Company—President and treasurer, David Whitney, Jr.; vice president. John Dalzelle; secretary and manager, D. C. Whitney.

Buffalo & Duluth Transportation Company—President, James W. Millen; vice president, W. C. McMillan; secretary B. W. Parker; treasurer and manager, A. A. Parker. These with W. K. Anderson, George Voorhis and T. F. Newberry are the directors.

Swain Wrecking Company—President, E. M. Peck; vice president, John S. Quinn; treasurer, James W. Millen; secretary and manager, A. A. Parker. These, with Martin Swain are the directors.

Peninsular Transportation Company—President, Hugh W. Dyar; vice president, John Oades; treasurer, Harry S. [Hodge; secretary and manager, A. A. Parker. These, with W. H. Oades are the board of directors.

Parker Transportation Company—President and manager, A. A. Parker; vice president, A. R. Munger; secretary, B. W. Parker; treasurer, Hugh W. Dyar. These, with F. B. Gaylord are the board of directors.

Northwestern Transportation Company—President, treasurer aud general manager, E. M. Peck; vice president, Harvey H. Brown; secretary L. C. Waldo. The above named with James Findlater and E. T. Peck constitute the board of directors.

Roby Transportation Company—President, GeorgeW. Roby; vice president, John Duddieson; secretary, treasurer and manager, L. C. Waldo.

Interlake Transportation Company—President, P. J. Ralph; vice president, C. D. Waterman; general manager, secretary and treasurer, H. C. Ralph; directors, the above with L. R. Burt and T. S. Christie.

Percheron Steam Navigation Company—President, T. W. Palmer; vice president and treasurer, William Livingstone, Jr.; secretary, W. A. Livingstone; directors, the foregoing.

Michigan Navigation Company—President, Charles Kellogg; vice president, T. W. Palmer; general manager, William Livingstone, Jr.; directors, the above.

Farwell Transportation Company—President, Jessie H. Farwell; vice president and treasurer, George Farwell; secretary, Jerry Farwell; directors, the above with Mrs. Emma. J. Farwell.

Red Star Line—President, W. C. McMillan; vice president, G. N. McMillan; secretary and manager, James W. Millen; treasurer, W. K. Anderson. The above named, with Hugh McMcMillan, are the board of directors.

Cole Transportation Company—This meeting was adjourned on account of the illness of Frank D. Cole. An officer of the company says it is possible there may be a change in the secretaryship.

Stewart Transportation Company—President, Geo. Peck; vice president and general manager, A. E. Stewart; secretary and treasurer, Charles F. Bieleman. The same, with John J. Barlum and George H. Lesher, directors.

Star Line—President and general manager, A. R. Lee; vice president, Frank D. Cole; secretary and treasurer, Charles F. Bieleman. The same, with Robert Maxwell and J. S. Van Alstine, directors.

J. Emory Owen Transportation Company—President, J. F. Owen; vice president and treasurer, W. J. Gray; secretary and treasurer, J. C. Johnson.

Hope Transportation Company—President, Thomas S. Christie; secretary, Thomas K. Christie; treasurer, W. R. Stafford. These, with John Francomb, C. D. Hayward and P. H. Monaghan are the directors.

Trade Notes.

C. A. Macdonald & Co. is now the name of the firm of general insurance agents of Chicago, formerly known as Crosby, Macdonald & Co. C. A. Macdonald and Capt. J. J. Rardon are the members of the firm, and the change in name results from the death of Mr. Crosby some time ago.

We regret that through an error last week in the arrangement of cuts showing a type of boiler constructed by the Coller Steam Yacht aud Engine Works, Detroit, a view of the central drum, a main feature of the boiler, appeared in an inverted position.

Messrs. M. A. Bradley, William Chisholm, C. E. Grover, W. A. Collier and William Kennedy, controlling the V. O. T. line of tugs, Cleveland, will incorporate their interests in a few days. Two new tugs, now building at Buffalo, are to be added to the line in the spring.

The American Shipmasters' Association of New York publishers of the Record of American and Foreign Shipping, classified last week the American schooner Timothy Field, American bark C. D. Bryant, British schooner Elihu Burritt and American barge Knickerbocker.

Officers of the Upson Walton Company of Cleveland, organized last week, are: President, J. E. Upson; vice-president, C. E. Grover; secretary, H. F. Lyman; treasurer, J. W. Walton. The consolidated company will occupy the entire block on East River street, between the Forest City Ice Company's building and the Floating Bethel. Mr. C. E. Grover, although an officer of this company, will devote a large part of his attention to street railway and other interests in which he has become involved of late.

Recent appointments of line boats agents are: A. B. Wolvin of the vessel brokerage firm of La Salle & Wolvin, to represent the Western Transit Company at Duluth; A. L. Evans, to represent the same company at St. Paul and Minneapolis; W. H. Beebe, for four years general agent in Detroit for Grummond's Mackinac line, to represent the Detroit & Cleveland Steam Navigation Company at Toledo; D. A. Christy, formerly representative of the Lake Superior Transit Company at Duluth, to occupy a similar position with the Anchor line.

Broad Charge Regarding Water Tube Boilers.

We may some day find out in how many forms a water-tube boilers can be arranged. Nearly every week brings out a new design, and from the first to the last the difference does not seem a great deal. This is an insuperable impediment to be dealt with. The gases of combustion want to go upward, so does the steam in a boiler. This brings the most intense heat in contact with the solid water in the lowest part of the boiler, and rapid evaporation is apt to "throw the water out." To reverse the course of the hot gases and the steam we find the water tubes usually set in an inclined position, so the flames or gases will cross the tubes transversely. Down draught is especially favored by this form of water-tube boilers—not down draught through the grates, but in the flues beyond the grates—and there seems no sufficient reason for the diagonal tubes that are found in nearly all water-tube boilers. As a type they are a sequence of high pressures, also "high speed," and characteristic of our time.—Industries, San Francisco. [This is certainly a broad charge to come from a magazine like Industries. Is it not based upon some feeling regarding the Monterey matter?—Ed.]

Three Classes of Steel Vessels.

Although the owners of steel vessels on the lakes have manifested little interest in the efforts of the home underwriters to induce them to take part in the classification of such vessels, and to pay a portion of the cost thereof, it is very probable that when the new Inland Lloyd's Register appears in the spring there will be some very strong protests from both owners and builders of metal boats that will be made to appear inferior to ships with which they have been placed on an equal footing in the past. The general agents of the insurance companies, who are going ahead with the work of classifying the steel vessels irrespective of what may come of the partial agreement of the vessel owners to join them in the Inland Lloyds, are evidently determined upon having reliable information regarding the qualities of all steel vessels already in commission, as well as those now under construction. This is shown by the very thorough inspection to which forty or more steel ships now in Cleveland are being subjected by Capt. F. D. Herriman, who has been at work for two weeks past as the representative of the underwriters.

"I find" says Capt. Herriman "that some of the first steel boats constructed on the lakes are very much stronger than those built more recently. Some of these steel steamers would receive the very highest class on the Atlantic, while I do not hesitate to say that there are others in which I would not risk a sea voyage. I am dividing them into three classes, and I am making a detailed comparison in every case with the Bureau Veritas requirements, as well as comparing the vessels themselves with one another. My instructions from the underwriters leave me free to report upon every boat according to her merits, and it could not consistenly be otherwise, as every builder who has constructed one boat inferior to the other is fully aware of the weak features in the inferior boat, and my work would appear ridiculous if not entirely free from any indications of prejudice. My greatest surprise in going over these ships is to find so many of them out of proportion. Great additions have been made to their length without provision for the standard requirements in strength to otherwise compensate for such alterations."

Owners whose vessels are placed in the second or third classes here referred to may find no more difficulty in securing from England, or even from the home underwriters, insurance as cheap as they have had it in the past, but there will be a great deal of serious objection to the disadvantage of an inferior classification in any register. Capt. Herriman has inspected three or four of the whalebacks and he speaks very highly of their qualities as seaworthy vessels, which is due largely he says to the cylindrical form of construction. He says also that the double thickness of shear strakes, increased weight of stringers and other features of strength in vessels for which keels have been laid since the close of navigation are improvements of the highest importance.

Officers of the New Naval Society.

At a meeting in New York last week of the members of the council of the new Society of Naval Architects and Marine Engineers, a permanent organization was effected, and it was arranged to have the first general meeting of the society in New York in October next. The constitution and by-laws, which have already been submitted to those who have been invited to become members, were adopted and permanent officers were elected as follows: President, Clement A. Griscom of Philadelpia, president International Navigation Company; first vice-president, Theodore D. Wilson of Washington, D.C., chief naval constructor, U. S. N.; vice-presidents, Charles H. Cramp of Philadelphia, president William Cramp and Sons' Ship and Engine Building Company; George W. Melville of Washington, D. C., engineer-in-chief, U. S. N.; George W. Quintard of New York, president Quintard Iron Works; Irving M. Scott of San Francisco, vice-president and general manager Union Iron Works; Francis A. Walker of Boston, president Massachusetts Institute of Technology, and William H. Webb of New York, naval architect, retired. Washington L. Capps of Washington, D. C., assistant naval constructor, U. S. N., was made secretary, and the following gentlemen constitute the executive committee: Francis T. Bowles, naval constructor U.S.N.; H. T. Gause of Wilmington, Del., vice-president Harlan and Hollingsworth Company; Charles H. Loring of New York, ex-engineer-in-chief, U. S. N.; Lewis Nixon of Philadelphia, General Manager William Cramp and Sons' Ship and Engine Building Company, and Harrington Putnam of New York, counselor-at-law.

The Monterey's Coil Boilers.

It is claimed by the Union Iron Works, builders of the coast defense vessel Monterey, that failure in the recent test, which resulted in more than 300 horse power short of the expected amount, and involved a fine of $30,000, was due to the performance of the coil boilers, provided by the government. The Scotch boilers, furnished by the builders, evaporated the computed amount of water, according to the claims of the builders, and the machinery performed in a very satisfactory manner, but the aggregate result was about 6 per cent. less than the contract calls for. This the builders will have to pay for, although they hold that it is no fault of theirs. The inference in some quarters is that a good deal is to be learned respecting coil boilers. Builders and owners of the Great Northern passenger ships, now being constructed at Cleveland, and in which the tubulous type of boiler is to be given the most important trial ever accorded to it in this country, entertain no fears of the result. They hold that there is nothing experimental about their undertaking, as the particular kind of coil boiler to be used has been given sufficient trial in numerous vessels of the navy and merchant marine of France.

Features of the Naval Display.

One striking feature of the world's fair will be the exhibit from the navy bureau of steam engineering of drawings showing ancient and modern marine steam engines. Among them will be that of the old warrior Powhattan, built in 1849, and torpedo boat No. 2, now building at Dubuque, Ia. The engines of these two steamers illustrate the great strides made in engine construction during the intervening forty-four years—the engines of the torpedo boat being about the size of the donkey type, and yet giving nearly fifty per cent. more horse power than those of the Powhattan. The engines of the war steamer Wampanoag will also be represented in machinery hall. In speaking of his remarkable steamer in a lecture before the Naval War College, Past Assistant Engineer Hollis said the Wampanoag was designed to catch the Alabama. She was begun just before the war and was a magnificent success for the purpose for which she was built, and was so far in advance of her time that she was condemned in 1869 for the very points that would be her merits now. She steamed at an average rate of 16.71 knots an hour for thirty-seven hours on the passage from New York to Hampton Roads. No merchant steamer had at that time approached such a speed and it is doubtful if there is any war vessel to-day that has made a better record. She was convicted by a board of officers of the offense of consuming sixty tons of coal a day. The Wampanoag and the Charleston are of about the same tonnage. The engines and boilers of the former weighed 1260 tons and those of the latter weigh 732 tons.—American Shipbuilder.

The 1893 edition of Reed's Engineers' Hand Book to the Marine Board Examinations, 612 pages, 36 folding plates, has just been issued. Any subscriber to the REVIEW may have this book, the best of its kind, for $4.50, and new subscribers may have the REVIEW for one year and the book for $6. If you have Reed's book and want a book on management of triple-expansion engines send $2 to the REVIEW for it.

Comment on Demurrage Cases—Buffalo Matters.

Special Correspondence to the MARINE REVIEW.

BUFFALO, N. Y., Feb. 9.—It looks as though Judge Coxe in the United States district court had made a mess of his decision in the demurrage case. At any rate it leaves matters in the same uncertain way they were before. The cases all grew out of the elevator blockade at this port in 1891. Several vessel owners made demands on the New York Central railroad for demurrage and some suits were started. The road settled with the Tilley tow and with the Sitka and Wadena, partly, it was said, to get the grain out of litigation, as it was held by several owners. The case of the J. Emory Owen and consort Nicholson was taken into court and now the decision is for the elevator. The judge in failing to give the vessels damages states that there was a congestion of grain cargoes here and no elevator room was to be had; also that it was not shown but that the vessels were given their regular turn at the elevator. The case of the William Edwards is still unsettled. The claimants in the case are prepared to show that there were vessels belonging to the New York Central line run in at the elevator out of their turn and that the decision entitles them to damages. It is understood that the road will settle without litigation. There is little doubt that in the Owen case the owners could have proven the same thing had it been thought necessary to a verdict in their favor.

The reported charter of the steamer Sam Marshall and tow for lumber from Escanaba to Tonawanda for the season at $2 is rather pleasing to vessel owners, especially after the stories from Ashland that the whalebacks had promised to cut the rates to pieces. If this is made the opening rate it will iusure good business, and it ought to, for lumbermen are complaining bitterly of short stocks.

The lumber dealers in the lake trade have been all winter fixing up a uniform schedule of handling rates for this port and Tonawanda, and have been so long about it that the Tonawanda Lumber Shovers' Union has taken the lead and announced their rates. The dealers say, however, that they are on the eve of a general arrangement and when they are through the unions may lay aside their rates and do as they are told. Buffalo has been accused of being the dearest handling port on the lakes, with Tonawanda a close second, and it is promised that something better would be secured this winter.

Canal rates have opened at 5 cents on wheat to New York, which is a very good start. Quite a large amount of grain has been taken at that rate.

There is still about 500,000 bushels of Duluth wheat afloat here, chiefly in whalebacks. The grain goes slowly into consumption and can be moved about in the harbor if necessary, thanks to the exertions of the fire boat. This is the first severe winter that has seen an open harbor here. A second fire boat will be ready soon.

St. Mary's Falls and Suez Canal Traffic.

Again the tonnage of vessels passing through the St. Mary's Falls canal for a single season of navigation is greater than that passing the Suez canal in a full year. The British foreign office of the Suez canal has just published the canal statistics for the calendar year 1892, reporting the number of vessels passing through the canal as 3,559 and the net registered tonnage as 7,712,028. During 233 days, the season of navigation for the St. Mary's Falls canal in the same year the number of vessels, according to reports from Gen. Poe of the war department, was 12,580 and their net registered tonnage 10,647,203. This shows an excess of 38 per cent. in favor of the St. Mary's Falls canal. The traffic of both canals for twenty-four years past is shown in the following table:

SUEZ CANAL.			ST. MARY'S FALLS CANAL.		
Year.	Number of vessels.	Net regist'd tons.	Year.	Number of vessels.	Net regist'd tons.
1869	10	6,576	1869	1,338	523,885
1870	486	436,609	1870	1,528	690,826
1871	765	761,467	1871	1,637	722,101
1872	1,082	1,160,743	1872	2,004	914,735
1873	1,173	1,367,767	1873	2,517	1,204,446
1874	1,264	1,631,650	1874	1,734	1,070,857
1875	1,494	2,009,984	1875	2,033	1,259,534
1876	1,467	2,096,771	1876	2,417	1,542,676
1877	1,663	2,355,447	1877	2,451	1,439,216
1878	1,593	2,269,678	1878	2,587	1,667,136
1879	1,477	2,263,332	1879	3,121	1,677,071
1880	2,026	3,057,421	1880	3,503	1,734,890
1881	2,727	4,136,779	1881	4,004	*1,567,741
1882	3,198	5,074,808	1882	4,774	*2,029,521
1883	3,307	5,775,861	1883	4,315	*2,267,105
1884	3,284	5,871,500	1884	5,689	*2,874,557
1885	3,624	6,335,752	1885	5,380	*3,256,628
1886	3,100	5,767,655	1886	7,424	*4,527,759
1887	3,137	5,903,024	1887	9,355	4,897,598
1888	3,440	6,640,834	1888	7,803	5,130,659
1889	3,425	6,783,187	1889	9,579	7,221,935
1890	3,389	6,890,014	1890	10,557	8,454,435
1891	4,207	8,698,777	1891	10,191	8,400,685
1892	3,559	7,712,028	1892	12,580	10,647,203

*Freight tonnage.

Regular Increase of Half Million Bushels.

The following table, prepared from reports of the Chicago board of trade, shows the stocks of wheat and corn in store at the principal points of accumulation on the lakes on Feb. 4, 1893:

	Wheat, bu.	Corn, bu.
Chicago	14,251,000	6,116,000
Duluth	15,802,000	312,000
Milwaukee	2,167,000	20,000
Detroit	1,883,000	11,000
Toledo	3,642,000	1,592,000
Buffalo	3,300,000	86,000
Total	41,045,000	7,137,000

These figures show an increase for the week at all lake ports of 88,000 bushels of wheat and 446,000 bushels of corn, or a total increase of 534,000 bushels.

In General.

Harvey D. Goulder, admiralty lawyer, will soon take up a suite of offices in the Perry-Payne building, Cleveland, and will have associated with him two or three well known lawyers.

The last issue of the Federal Reporter, that of Jan. 31, contains in full the decision of District Judge Brown in the Olympia-Sherman collision case, of which a synopsis was printed in the REVIEW some time ago.

Captains of ships which carry bricks ought to be very careful. An ordinary brick is capable of absorbing a pint of water. So with a cargo of brick in the hold serious leakage may quite well go on undetected, for the water that enters is sucked up as fast as it gets in.

Magnus Anderson, who will command the viking ship of 27 tons which is to be sailed or rowed to this country from Norway and exhibited at the Chicago fair, is the man who a few years ago attempted to make the voyage from Norway to the United States in an open 18-foot boat and was picked up on the Newfoundland banks.

Duluth's board of public works some time ago offered a prize of $1,000 for the best design for a tunnel under the canal entrance to the harbor. C. C. Conklin of Scranton, Pa., was a few days ago awarded the prize. Designs were received from engineers in all parts of the country. The tunnel, according to Mr. Conklin's plan, would cost $750,000.

Before the steamships City of Paris and City of London leave Liverpool for Southampton, the new port of entry and departure for the big American liners, their saloons will be altered, so that instead of meals having to be served in relays 440 passengers can be served simultaneously. Passengers will be conveyed free of charge from London to Southampton.

During 1892 New York handled 83,000,000 bushels of wheat, Minneapolis 72,000,000, Duluth-Superior 51,000,000, Chicago 44,000,000 and Milwaukee 15,000,000, while at Buffalo, between the opening of lake navigation and Nov. 30, there was handled 175,027,000 bushels of grain of all kinds, of which 75,621,346 bushels was wheat. In addition there was received at Buffalo during the season of navigation 9,305,470 barrels of flour. This record certainly entitles Buffalo to first place in the business of handling cereals.

Among men in the iron trade, the Iron Age of New York ranks high as a technical publication, but it would seem that several articles printed in that journal recently regarding Lake Superior iron ore matters will not tend to increase its standing. In the latest issue there is a long story from Duluth crediting the Minnesota mines at Tower with a production of 600,000 tons for next season and the Chandler mine with 700,000 tons. An article of an earlier date from Cleveland gives some ridiculous figures on "sales of ore for next season, f. o. b. vessels, Lake Erie ports."

A subscriber in Albany, N. Y., Mr. J. M. Seward, sends us a copy of an advertisement which appeared in the Albany Gazette of Sept. 9, 1807, announcing the sailing of the steamer Clermont from New York for Hudson river points, and giving distances, transportation charges etc. In comparing the early days of steamboating with the present time, it is interesting to note the distance from New York to several river points at which this boat made landings, the average time being about four miles an hour: To Newburgh 59 miles, 14 hours; to Poughkeepsie 74 miles 17 hours; to Esopus 102 miles, 25 hours; to Hudson 120 miles, 30 hours; and to Albany 144 miles, 35 hours.

MARINE REVIEW.

DEVOTED TO THE LAKE MARINE AND KINDRED INTERESTS.

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Published every Thursday at No. 516 Perry-Payne Building, Cleveland, O.

SUBSCRIPTION—$2.00 per year in advance. Single copies 10 cents each. Convenient binders sent, post paid, 75 cents. Advertising rates on application.

The books of the United States treasury department contain the names of 3,600 vessels, measuring 1,154,870.38 tons in the lake trade. In classification of this fleet the lakes have more steamboats of 1,000 to 2,500 tons than the combined ownership of this class of vessels in all other sections of the country. The number of vessels of 1,000 to 2,500 tons on the lakes on June 30, 1891, was 310 and their aggregate gross tonnage 512,787.58; in all other parts of the country the number of this class of vessels was, on the same date, 213 and their gross tonnage 319,750.84. The classification of the entire lake fleet is as follows:

Class.	Number.	Tonnage.
Steam vessels	1,592	756,751.53
Sailing vessels	1,243	325,131.06
Canal boats	703	72,515 42
Barges	62	20,472.37
Total	3,600	1,154,870.38

Tonnage built on the lakes during the past five years, according to the reports of the United States commissioner of navigation, is as follows:

	No. of boats.	Net Tonnage.
1887	152	56,488.32
1888	222	101,102.87
1889	225	107,080.30
1890	218	108,515.00
1891	204	111,856.45
Total	1,021	485,042.94

St. Mary's Falls and Suez canal traffic: Number of boats through St. Mary's Falls canal in 1890, 228 days of navigation, 10,557; tonnage, net registered, 8,454,435. Number of boats through Suez canal during 1890, full year, 3,389; tonnage, net registered, 6,890,014. Number of boats through St. Mary's Falls canal in 1891, 225 days of navigation, 10,191; tonnage, net registered, 8,400,685. Number of boats through Suez canal during 1891, full year, 4,207; tonnage, net registered, 8,698,777. Number of boats through St. Mary's Falls canal in 1892, 233 days of navigation, 12,580; tonnage, net registered, 10,647,203. Number of boats through Suez canal during 1892, full year, 3,559; tonnage, net registered, 7,712,028.

Entered at Cleveland Post Office as Second-class Mail Matter.

VIEWING the subject from the vessel owner's standpoint it is certainly a wonder that there is not some concerted action in the matter of freight rates on coal. Hundreds of railway managers with all the diversified interests which they represent, are able to come together and make rates north and south, east and west, and yet, although it is within the power of twenty-five managers of lake vessels to force the payment of fair freight rates on coal, they continue carrying it year after year for nothing. Coal producers of Ohio and Pennsylvania, as well as the managers of the railways engaged in the traffic from the mines to lake ports, are at this time forming associations to secure profit in a lake coal business during the coming season, in which sales will be limited only by the ability of the railways to handle the coal, while the vessel owners are doing nothing to overcome the conditions in past seasons that have caused coal to be carried 1,000 miles to the head of Lake Superior at about 40 cents a ton. The coal men say that they have no fear of being able to again make contracts within the coming month for carrying this coal at 45 cents. It is within the power of a few managers of the big fleets to change the situation if they will refuse to carry cheap coal, and they ought to do so.

SECRETARY S. A. THOMPSON of the Duluth Chamber of Commerce is out with a long letter answering Mr. Seymour, ex-engineer of the state of New York, on matters relative to the practicability of constructing a canal from the lakes to the seaboard. Would it not be well for Mr. Thompson and other friends of the canal to avoid discussion on this part of the canal subject? The object of the proposed survey by government engineers is to settle all questions as to practicability, cost, etc., and no good can come from preliminary discussion of the kind here referred. Mr. Thompson is right, however, in his claims as to improved systems of lockage.

AN Ottawa dispatch says that the Dominion estimates for the ensuing year contain appropriations of $4,330,200 for canals. The items include the following: Sault Ste. Marie canal, $1,906,000; Soulanges canal, $1,000,000; St. Lawrence river and canals, $250,000; Cornwall canal, $530,000. Admitting that appropriations are secured for the full estimates, it does not seem as though the amount specified for the St. Lawrence river and canals will go very far towards completing these works.

WE are inclined to the opinion that the council of the new Society of Naval Architects and Marine Engineers made a mistake in not giving the ship builders of the lakes a representative among the officers selected a few days ago for the permanent organization. There is now connected with all of the ship yards of the lakes men having a scientific knowledge of the art of ship building, and the lake plants are certainly greater in number and of equal importance with those on the coast.

The King Iron Bridge Company, Cleveland, has been awarded the contract for the heaviest railroad draw-bridge in the world. The bridge will cross Harlem river, and is to be 400 feet long, 60 feet wide, and will have four railroad tracks, to accommodate the New York Central and New York, New Haven & Hartford trains. The contract was made by the New York Central company, and is one of the largest eastern jobs that has come to a western concern for some time.

BY THE opening of navigation in 1894, Duluth and Superior elevators now building will have capacity for grinding about 20,000,000 bushels of grain a year. This is an important item in the transportation question. The American Steel Barge Company is planning to carry a very large portion of the flour which must go to eastean markets just as the grain would be forwarded in that direction, if flour was not made of it.

SECRETARY FOSTER has said that he would re-instate Col. William Ludlow in the light-house service, if the war department inquiry exonerated him. The shipping interests of the lakes have this promise in mind, and the report of the court of inquiry is accordingly awaited with great interest.

VESSELS aggregating about 35,000 tons have been taken into the Lake Carriers's Association since the opening of navigation. At this rate of increase in tonnage the association will soon include in its membership every boat on the lakes.

Personal Mention.

Capt. John Green of Buffalo and Capt. Frank Hart of Marine City are still in California and will probably not return until late in the spring.

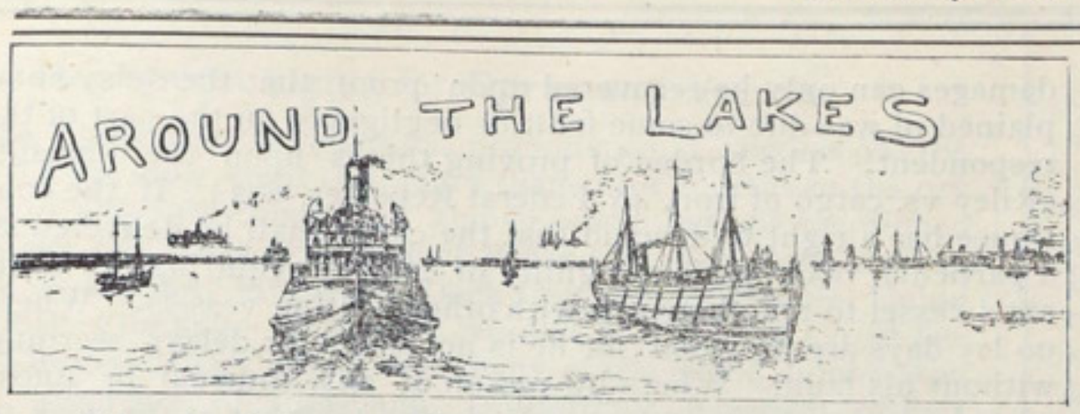
Mr. James McGrath of the Cleveland board, government steamboat inspection service, has just returned from a trip to Washington, New York and other eastern points.

Thos. Currie, aged seventy-eight years, father of Captains Calvin and William Currie of Marine City, Capt. Thos. Currie of Port Huron and Capt. Shepard Currie of Detroit, died at Marine City, Sunday.

Sinclair Stuart, representing the New York society publishing the "Red Book," is reported to have secured an order to inspect and classify all of the steam vessels owned by the Northern Steamship Company.

M. A. Bradley, Cleveland vessel owner, said a few days ago: "If we have a profitable business on the lakes during the coming summer, I will build for 1894 a steel tow barge of 5,000 tons capacity. Barges of this kind are the coming boats for the lakes. They can be towed at a profit by our steamers."

Capt. J. B. Hall, who has been master of one of the steel steamers of the Mutual Transportation Company, has resigned his position with that company, and will hereafter look after the management of the whaleback barges at the lower end of the lake route. He will have an office in the Wade building, Cleveland.



Side-wheel steamer City of Detroit No. 1 will be known hereafter as the City of the Straits.

Capt. G. W. Foster, for twenty years a steamboat captain residing in Detroit, but lately of Dundee, Ont., died at the latter place of paralysis.

A fore and-aft compound engine of Hodge manfacture is to be placed in the iron steamer Arundel at Detroit; cylinders 22 and 40 inches, stroke 28 inches.

Manitou is the name selected by the Lake Michigan & Lake Superior Transportation Company for their new steel passenger and freight steamer now on the stocks at South Chicago.

John Stang of Lorain, O., was the lowest bidder for considerable harbor work to be done at that port, and for which Col. Jared A. Smith, engineer at Cleveland, opened bids Wednesday.

The Cleveland lodge of the Shipmasters' Association is engaged in a special effort to make a success of its annual social gathering, which occurs at Army and Navy hall on the evening of the 14th inst.

The government steamer Lilac, recently constructed by the Globe Iron Works Company, Cleveland, for light-house service, is at the ship yard of the New England Company, Bath, Me., where her house will be extended to cover the after deck.

On storage and the delivery of wheat at Buffalo in the spring, 4½ cents is now being paid in Chicago and it is claimed that on one or two boats better than that rate has been paid. Latest figures on grain afloat place the amounts at 3,029,000 bushels of wheat, 1,364,000 bushels of corn and 325,000 bushels of oats.

It has been definitely settled that F. W. Wheeler & Co. of West Bay City will build for M. A. Bradley of Cleveland a wooden steamer instead of the schooner for which a contract was let some time ago. The steamer will be 275 feet keel, 40 feet beam and 22 feet depth of hold and will have triple expansion engines.

On March 1 a fixed red lens lantern light will be exhibited from the structure recently erected near the outer end of the north pier at Ahnapee harbor, west shore of Lake Michigan. A light will no longer be shown from the old station on Water street, Cleveland, as the pier and breakwater lights are sufficient for the guidance of vessels.

Among the vessels to which official numbers were assigned last week by the bureau of navigation are the following: Eldorado, steam, built at Buffalo and hailing from the same port, 96.68 tons gross, 68.24 net, No. 136,349; William D. Becker, sail, built at West Bay City and to hail from Cleveland, 1046.85 tons gross, 994.51 net, No. 81,423.

Triple expansion engines with cylinders 18, 30 and 48 inches by 41 inches stroke are being constructed at the King Iron Works, Buffalo, for the steel steamer Arthur Orr, building at South Chicago. At these works compound engines are also being constructed for the wooden steamer building at Marine City for Hurd & Hannenstein of Buffalo.

Wm. H. Gratwick is the name given to the new steel steamer launched by F. W. Wheeler & Co. during the week for Capt. John Mitchell & Co. of Cleveland. Mr. Gratwick is one of the principal owners. The boat is 345 feet over all, 328 feet keel, 42 feet beam and 24½ feet molded depth. She will have triple-expansion engines with cylinders 20,32 and 54 by 44 inches stroke. She will have two 13-foot boilers and will be provided with a Providence windlass. Capt. M. C. Parsons, last season master of the steamer R. L. Fryer, will command her.

Capt. John McKay, father of Capt. Geo. P. McKay, treasurer of the Lake Carriers' Association, was master of the steamer Independence when she exploded her boiler and sank on Lake Superior, near Sault Ste. Marie, on Nov. 22, 1854. Capt. Geo. P. McKay was wheelman on the boat. The Independence was the first steam vessel on Lake Superior, and considerable interest is now attached to the parts of the vessel recently raised by divers of Sault Ste. Marie. T. R. Harvey of Harvey's Marine Bureau at the Sault, has the propeller and offers it for sale. It measures about 10 feet and is valuable as a curiosity.

Officers of the Ship Owners' Dry Dock Company, Cleveland, had been figuring on the construction of a third dock, but it was decided at the annual meeting not to go ahead with the work. Directors elected for the ensuing year are: Capt. Thomas Wilson, Valentine Fries, H. D. Coffinberry, Robert Wallace, H. D. Goulder, Capt. George Stone and J. E. Upson, all of Cleveland, excepting Valentine Fries, who resides at Milan, O. Officers are the same as last year: Capt. Thomas Wilson, president; Capt. George Stone, vice-president; George Quayle, secretary and general manager; Gustav Cold, assistant manager.

Stockholders of the new Cleveland and Buffalo Transit Company held their first annual meeting Tuesday. The directors chosen were Messrs. M. A. Bradley, George W. Gardner, J. K. Bole, Daniel Shurmer, H. D. Goulder, E. C. Moodey and T. F. Newman, all of Cleveland. The directors elected M. A. Bradley, president; Hon. G. W. Gardner, vice-president; T. F. Newman, secretary and general manager, and R. C. Moodey, treasurer. Permission has been received from the treasury department for changing the names of the company's boats, the City of Mackinac to the State of New York and the City of Alpena to the State of Ohio. The boats will begin their trips between Cleveland and Buffalo on May 1. Fare will be $3 and $2.50 extra for a state room.

The rough experience of ocean-going steamers this winter has demonstrated more completely than before that strong bulkheads are essential to the safety of the ship. Mr. Charles Cramp is quoted as saying that the problem is now completely solved. Until late the bulkhead was merely a help; now it is a security. As now built each bulkhead in a first class steamer is as strong to resist water pressure as the hull of the ship itself. "The Umbria," Mr. Cramp declared, while anxiety was greatest concerning her, "would float safely in any sea, even if her whole bow were stove in or her stern cut off. She was built to do that, and her builders knew their business."

Car Ferries Between Buffalo and Toledo.

Special Correspondence to the MARINE REVIEW.

TOLEDO, O., Feb. 7.—It has just leaked out that Col. J. M. Ashley of the Toledo, Ann Arbor & Northern Michigan Railway, who planned the two car ferries put in service this winter on Lake Michigan between Kewaunee and Frankfort, now has a scheme that will astonish the conservative business man of the lakes. He proposes nothing less than to put a line of car ferries in service between Buffalo and Toledo, each of them to carry forty-eight loaded cars. The Delaware, Lackawanna & Western would serve as the eastern connection, and from Toledo the Toledo, Ann Arbor & Northern Michigan Railway would deliver the cars to the Lake Michigan ferries. These ferries will be very fast, and plans are being prepared for two of them by the Craig Ship Building Company, who will build them if nothing arises to frustrate present intentions. It is possible that this system of carrying loaded cars across these inland lakes has been neglected, and with plenty of capital it may be made to pay and expand into a great trade.

Enormous Appropriations for River and Harbor Work.

In the discussion in the House of Representatives last week, attending an appropriation of $16,000,000 for river and harbor improvements under existing contracts, some interesting statements were presented from the treasury department. One of them, covering contract liabilities of the government existing Dec. 31, 1892, contains the following items relative to river and harbor improvements, light-houses, life saving stations and revenue cutters:

GOVERNMENT CONTRACT LIABILITIES EXISTING DEC. 31, 1892.

	River and harbors.	Light houses.	Life saving stations and revenue cutters
On existing appropriations.....	$31,000,000	$728,360 04	$189,137 89
To be expended in 1893.....	10,000,000	196,558 04	123,800 00
To be expended in 1894.....	17,500,000	372,250 00	65,337 89
To be expended in 1895.....	3,500,000	159,552 00	.....
Authorized by law but not appropriated for.....	42,277,501	.....	.....
Can be profitably expended in 1894.....	16,115,750	.....	.....
Can be profitably expended in 1895.....	15,000,000	.....	.....
Can be profitably expended in 1896.....	11,161,751	.....	.....

No Damages for Delay in the Buffalo Blocade.

A decision has finally come to hand in one of the cases growing out of the unusual delay to vessels at Buffalo in November and December, 1891, when the big grain blockade occurred at that port, and it would seem from the decision that vessel owners who settled their differences with the grain men out of court acted wisely in so doing. The decision at hand is from Judge Coxe of the United States district court, northern district of New York, and is the outcome of a libel brought by Julia F. Owen of Chicago, representing the owners of the steamer J. E. Owen and E. A. Nicholson, for freight and damages, in the nature of demurrage, for the detention of the vessels at the port of Buffalo for ten days from Nov. 27 to Dec. 7, 1891. The court rules against the vessels, and the owners have not yet decided whether the case will be carried to a higher court or not. The decision is as follows:

"The steamer J. E. Owen left Chicago with the schooner E. A. Nicholson in tow, Nov. 20, 1891, and arrived at Buffalo Friday, Nov. 27, 1891, at 6 p. m. The Owen carried a cargo of corn consigned to the order of the shippers under a bill of lading containnig the following provisions: 'Order of Boyden & Co.; notify McIntyre & Wardwell, New York, care of G. J. Ross, agent N. Y. C. R. R., Buffalo, N. Y.' The Nicholson carried a cargo of rye consigned to the order of the shippers under a bill of lading containing the following provisions: 'Order Irwin, Green & Co.; notify Power, Son & Co. New York, care S. D. Caldwell at City elevator, Buffalo, N. Y.' Neither bill of lading had any provision for lay days or demurrage. There were twenty-eight boats ahead of the Owen and the Nicholson at the City elevator waiting to be unloaded, and although nine of these were sent to other elevators, the libelant's boats were not unloaded until Dec. 7 and 8, about ten days after their arrival. There was no demand that the consignees or their agents should furnish another elevator and no claim for damages was made until after the grain was unloaded.

"The vessels arrived nearly at the close of navigation. There was at the time an unprecedented amount of grain in the harbor of Buffalo waiting for transhipment to the east. The City elevator was working night and day. All the other elevators having railroad connections were being taxed to their utmost capacity. There was no delay to boats at the City elevator other than that occasioned by waiting for their turn. There are over thirty elevators at the port of Buffalo, but the evidence is not at all conclusive that the cargoes in question could have been unloaded at any of these after Nov. 29, which was Sunday. The agent of the vessel owners, whose duty it was to attend to the unloading of the vessels, testifies that during the week beginning with the 30th, 'there was still a little room,' but whether there was room to receive cargoes aggregating nearly 115,000 bushels does not appear. There is evidence tending to show that on the 28th the cargoes might have been received at the Wells and Wilkinson elevators, but it does not appear that the offer was communicated to the consignees. The Wells and Wilkinson elevators were controlled by a competing railroad and the cars of the New York Central railroad were not permitted to load there. The vessels arrived late Friday afternoon. Sunday was a *die non*, and it would seem that all the witnesses agree that no negligence can be imputed to the consignees in failing to procure an elevator before Monday. After that day a fair statement of the situation would seem to be that no elevator having connection with the New York Central Railroad could have been obtained, and it is at least doubtful on the proof whether an elevator having any railroad connections could have been had. The grain might, perhaps, have been received at the Watson, Black Diamond and Cyclone elevators, but these were only used for storage purposes and for transferring grain to canal boats. Their use by the consignees would have occasioned great inconvenience and expense. They were wholly unsuited to answer the required needs.

"What is the law applicable to this situation? Demurrage is an extended freight or reward to the vessel in compensation of the earnings she is caused to lose improperly. Strictly speaking demurrage can only be recovered where it is reserved by the charter party or the bill of lading. Where no such express reservation exists the remedy is by an action, in the nature of demurrage, for damage for the wrongful detention. (Gage vs. Morse, 12 Allen, 410.) Every wrongful detention may be considered a demurrage, but in the absence of an express agreement damages can only be recovered upon proof that the delay complained of was due to some fault, or negligence on the part of the respondent. The burden of proving this is upon the libelant. (Riley vs. cargo of iron, 40 Federal Reporter, 605.) If the consignee has a right to demand that the cargo shall be delivered at a particular dock, he is not guilty of fault in requiring the libelant's vessel to take her turn with other waiting vessels. Where no lay days are provided for he is not liable for delays accruing without his fault. Where by reason of any unusual or unexpected occurrence several vessels arrive together at the dock to which they are consigned, the consignee is not obliged to procure other docks but the vessels must respectively await their turns. (Fulton vs. Blake, 5 Biss., 371.) The consignee under a bill of lading in which time is stipulated for unloading is not liable for the detention of the ship in the London docks, if she is there unloaded in her turn. He is not responsible for delay occasioned by the crowded state of the docks. (Rodgers vs. Forresters, 8 Camp., 483; Burmester vs. Hogdson, 2 Camp., 488.) Damages are not recoverable when the vessel was detained near the close of navigation while waiting in accordance with custom to be unloaded in its turn at an elevator, where there was nothing to show that the delay was unreasonable. The only obligation resting on the respondent was to take the grain in the usual and customary way, with reasonable diligence. (The M. S. Bacon, 3 Federal Reporter, 344.) The consignee is not liable for delay before the cargo was unloaded, where the delay was caused by the vessel awaiting her turn according to the usage of the port.

"Applying the law to the facts in hand it is clear that the libelant is not entitled to damages for the detention of her boats. The onus was upon her to prove negligence and she has only succeeded in raising a doubt. The interpretation of the testimony most favoroble to the libelant only establishes the proposition that if the consignees had been informed of the exact capacity of the other elevators during the time in question they might possibly have secured the necessary room. This, in no circumstances, is sufficient to establish negligence. The grain was consigned to elevators having New York Central railroad connections. This was a part of the contract, was well nown to the libelant's agent, and, I am inclined to think, exonerated the consignees from providing another elevator; but assuming that they were required to look elsewhers, the proof falls far short of showing that they were guilty of laches in this respect. They certainly were not required to take a floating elevator or receive the grain for storage on an island or in canal-boats. They were at least entitled to have their grain go on to its destination and it could not go otherwise than by rail. I am not satisfied that they could have provided, during the week beginning Nov. 30, another vessel which could have released the vessels sooner than the City elevator. It is possible that they might have done so, but this possibility is not enough. Certainly the court would be unwarranted in finding that the libellant has established by a preponderance of evidence that other elevators having railroad connections could have unloaded the vessel sooner than the City elevator. All the witnesses agree that the situation was unprecedented. An immense amount of grain had reached the harbor of Buffalo. Navigation was about to close. Every effort was being made to accomodate this extraordinary congestion. The elevators having railroad connections were being worked night and day. Everywhere there was a blockade of greater or smaller proportions. The energies of those engaged in the work of transferring these cargoes were taxed to the utmost and their time was occupied with the daily routine of this busy period. To hold men so situated responsible for the greatest care and diligence, to charge them with every item of information and knowledge which was only elicited by a protracted judicial investigation, would be to establish a new rule of law for the guidance of consignees. Indeed, after an examination which was intended to be thorough, I have failed to find a single authority allowing damages in circumstances like those developed in the case at bar. Vessel owners can stipulate for lay days, if they so desire, but if they prefer not to do so they must take the risk of delays occasioned by such phenomenal circumstances as these which occurred at Buffalo in November and December 1891.

"It follows that the libelant is not entitled to damages, but is entitled to recover freight in each action and interest from Dec. 9, 1891, besides costs. In the case of the Owen, there should be, accordingly, a decree for $2.493.68 and interest from Dec. 9, 1891, with costs, and in the case of the Nicholson, there should be a decree for $1,990.95 and interest from Dec. 9, 1891, with costs."

Mechanical Lights for Docks and Vessels.

The Wells light is generally pronounced a success on the lakes. It is now used by more than three-fourths of the dry dock and shipyard companies, among whom may be mentioned the Detroit Dry Dock Company at Wyandotte, Dry Dock Engine Works of Detroit, Minnesota Dock Company of Buffalo, Union Dry Dock Company of Buffalo, Samuel F. Hodge & Co. of Detroit, Cleveland Dry Dock Company of Cleveland, Globe Iron Works Company of Cleveland, Dunford & Alverson of Port Huron, F. W. Wheeler & Co. of West Bay City, American Steel Barge Company of West Superior, Chicago Ship Building Company of Colehour, Ill., and Carkin, Stickney & Cram of East Saginaw, besides numerous other dry dock and ship building companies throughout the country, all of whom express entire satisfaction as to the practical adaptability of the light to their work.

Mr. F. A. Kirby, superintendent of the works of the Detroit Dry Dock Company at Wyandotte, says: "The lights are first class. No iron or steel works should be without them, if they cost $10.00 per ounce weight."

This is a sample of the many expressions of general satisfaction which the manufacturer is constantly receiving from users all over the country. A few points strongly recommend the light. It is simple, portable, entirely self-contained, does not require any outside motive power for maintenance, and can be satisfactorily used in all winds and weather. It is thus particularly adapted for use in dry docks, as well as on ships and docks, where freight, etc. has to be handled at night. It gives a powerful white flame, which lights up a much larger area than an arc electric light, without causing the shadows characteristic of the latter, because of the light being diffused.

The manufacturer, William Halpin, Nos. 45 and 46 Washington street, New York, will give to those in need of such a light as this, full information regarding it.

PATTERSON'S NAUTICAL DICTIONARY AND THE MARINE REVIEW FOR ONE YEAR CAN BE HAD AT $6.

A Guaranty.

We don't know what oil you use on your boats; that's your business. We don't know what price you pay; that's your business, too. But we know that we can put dollars in your pocket; that's our business. Will you make it mutual? We'll tell you how. Drop us a line while you think about it.

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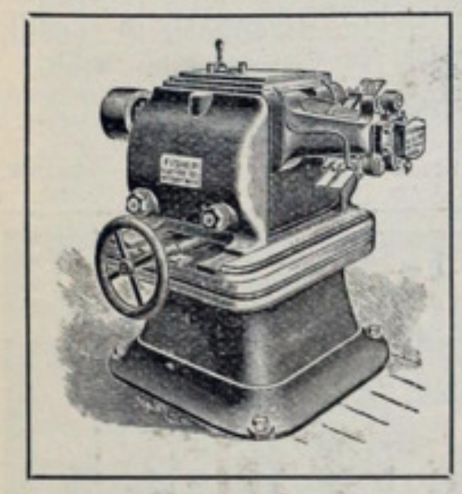
In stock at the leading ports.



Second-Hand Lighting Plants for Sale.

One 300-Light Brush Dynamo,
One 150-Light Brush Dynamo,
One 125-Light Brush Dynamo,
} REMOVED FROM STEAMERS CITY OF CLEVELAND AND CITY OF DETROIT.

One 125-Light United States Dynamo, Removed from Steamer Castalia.
One 300-Light United States Dynamo, Removed from Steamer Tuscarora.
One 125-Light Thomas-Houston Dynamo, Removed from Yacht Wadena.

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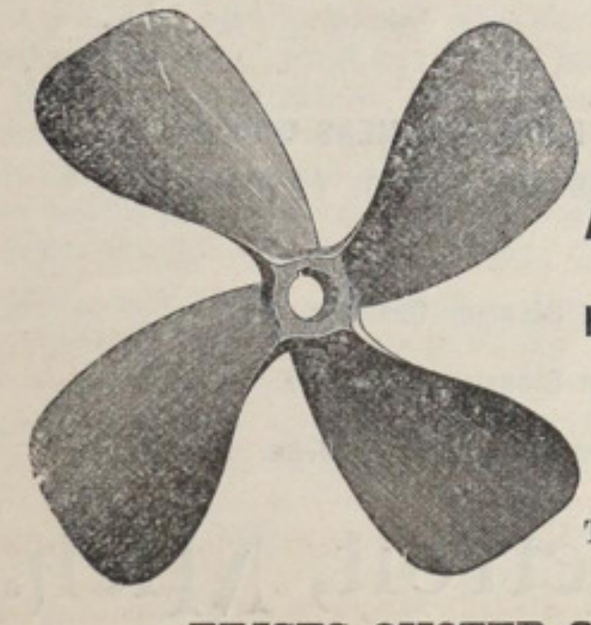

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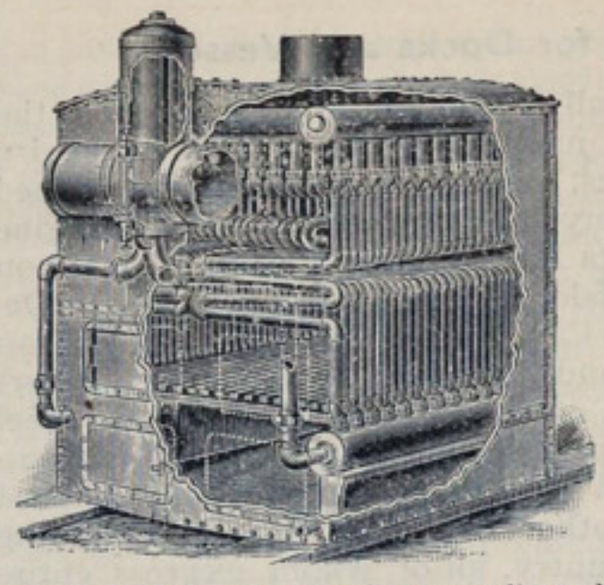

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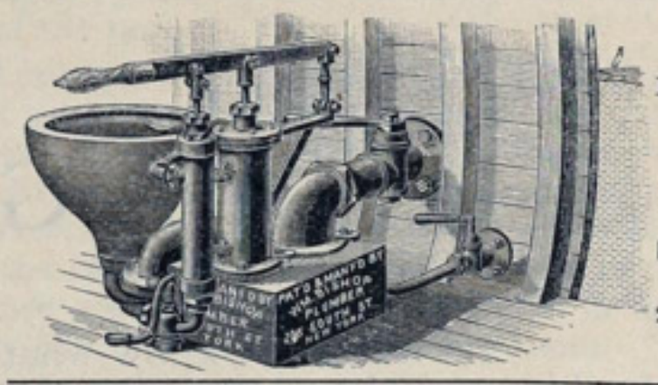

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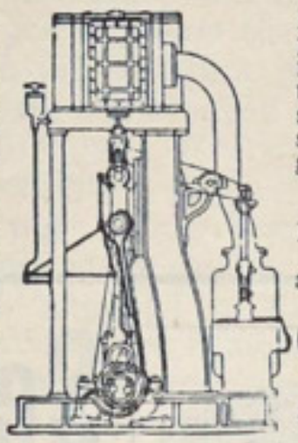

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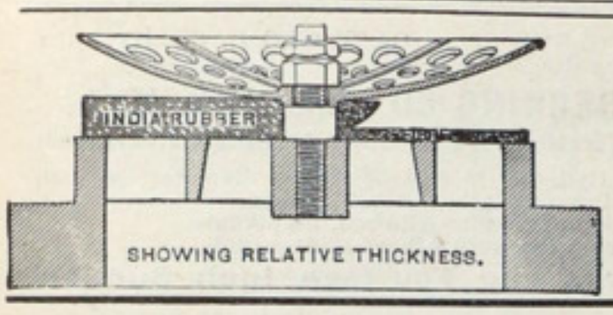

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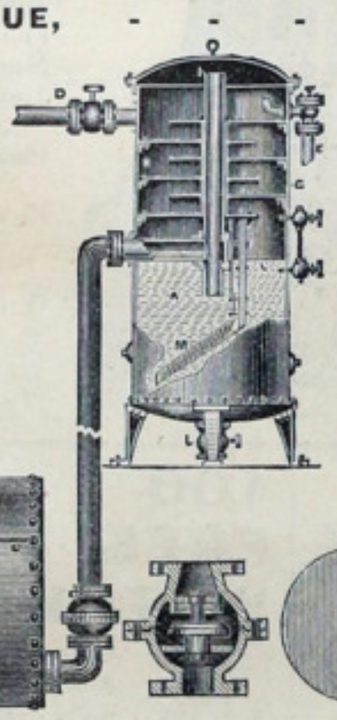

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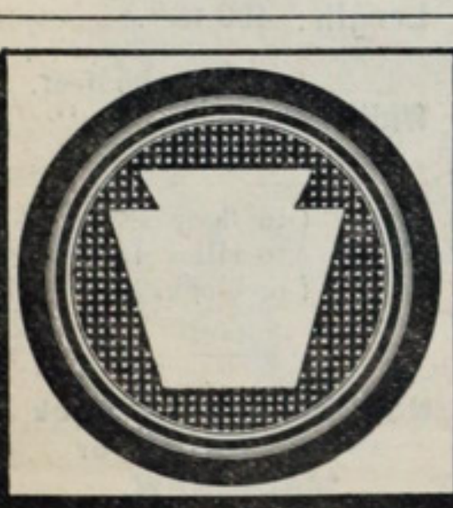

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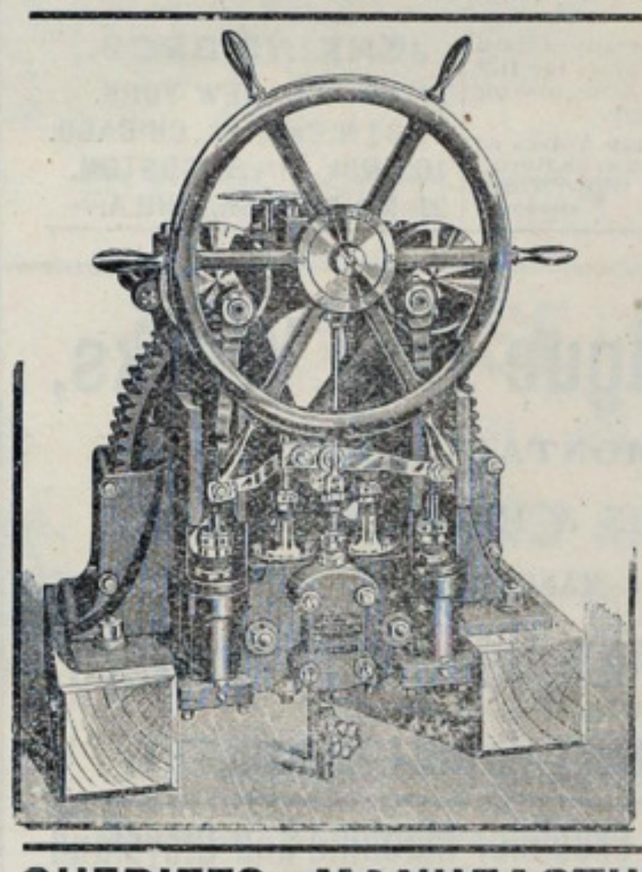

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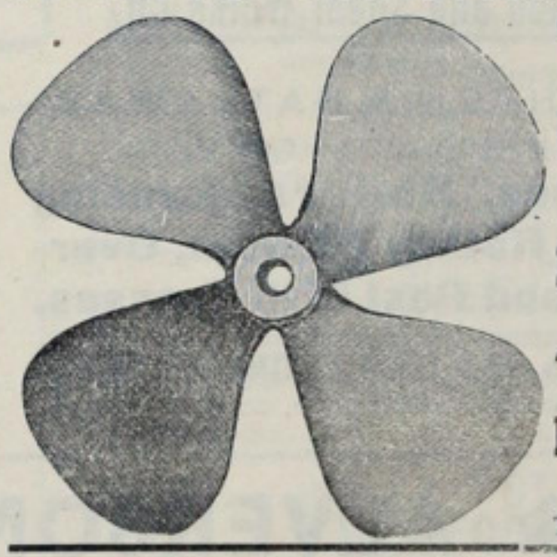

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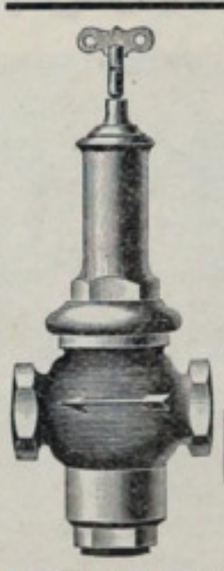

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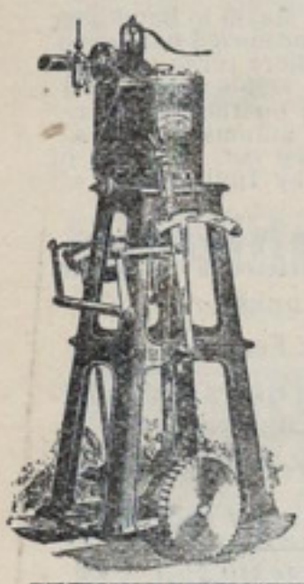

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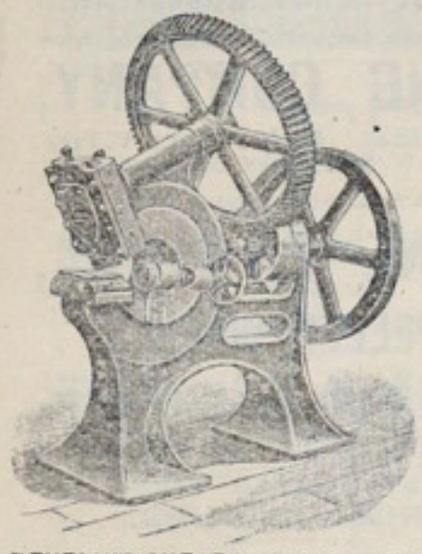

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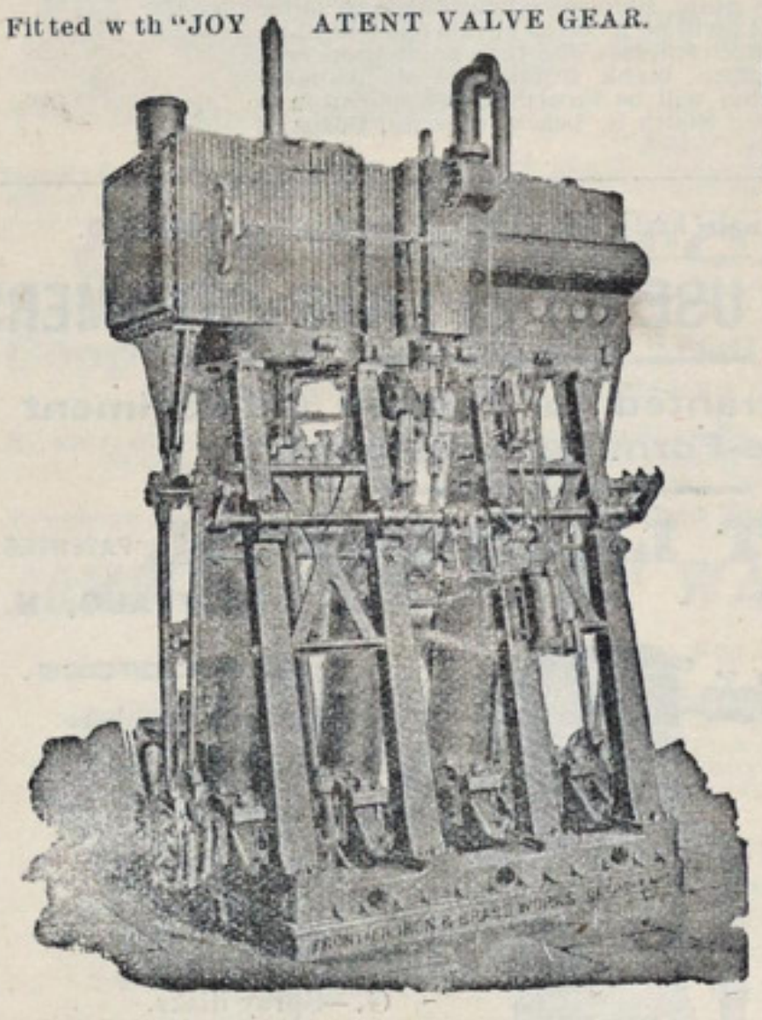

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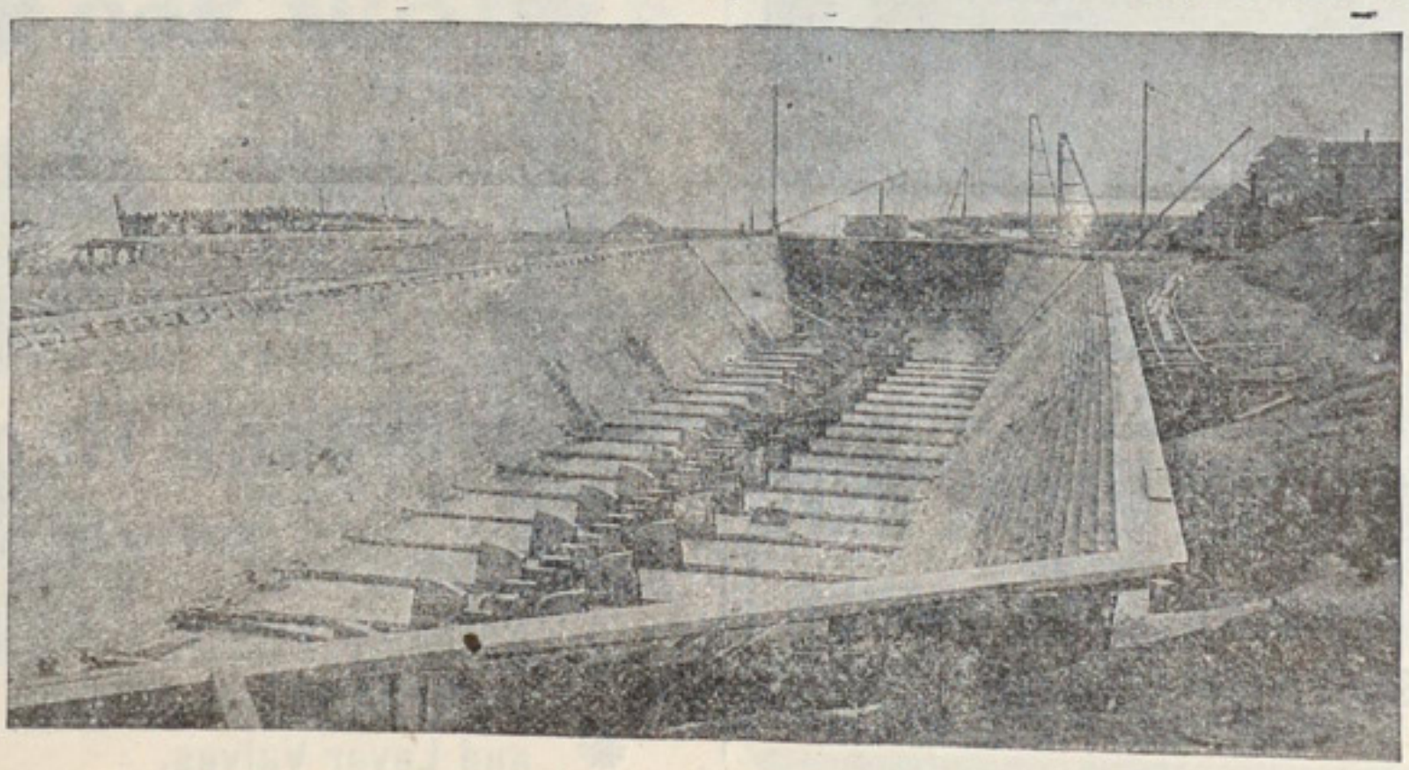

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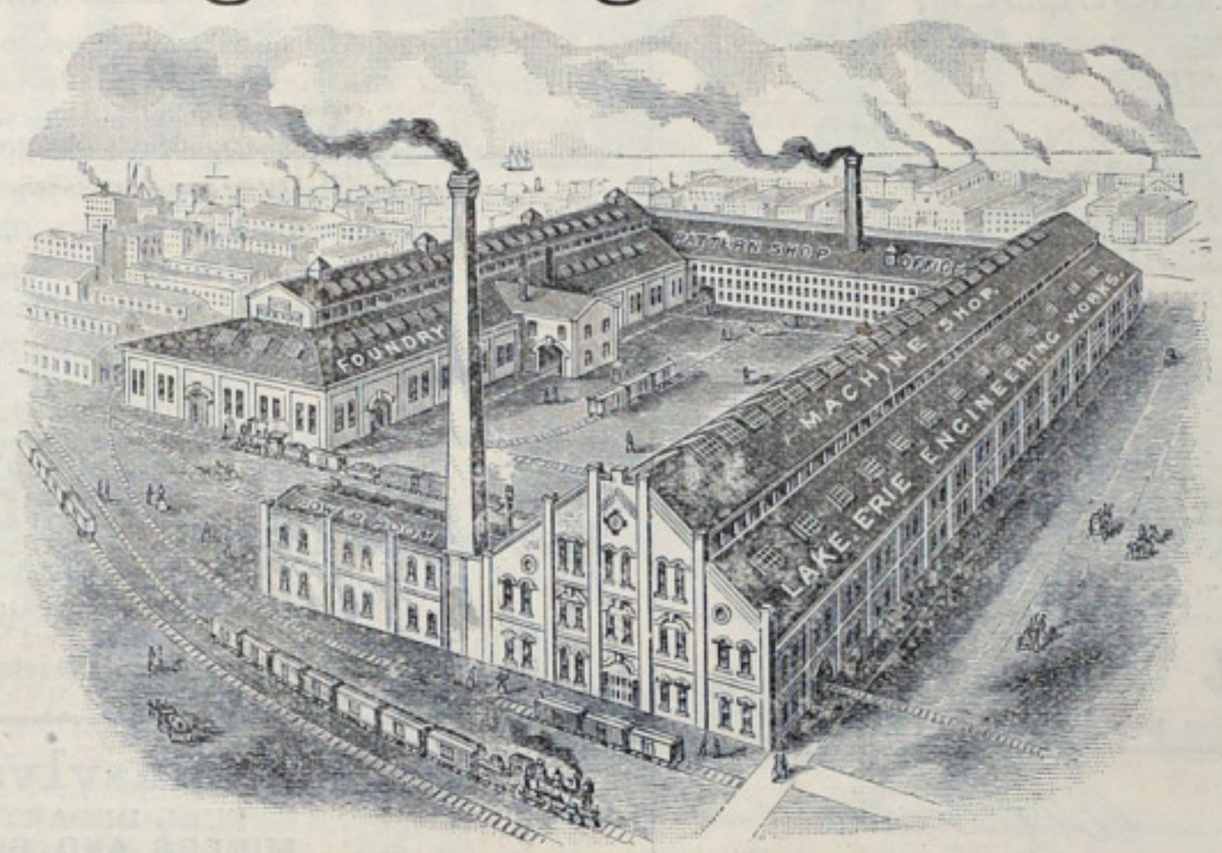

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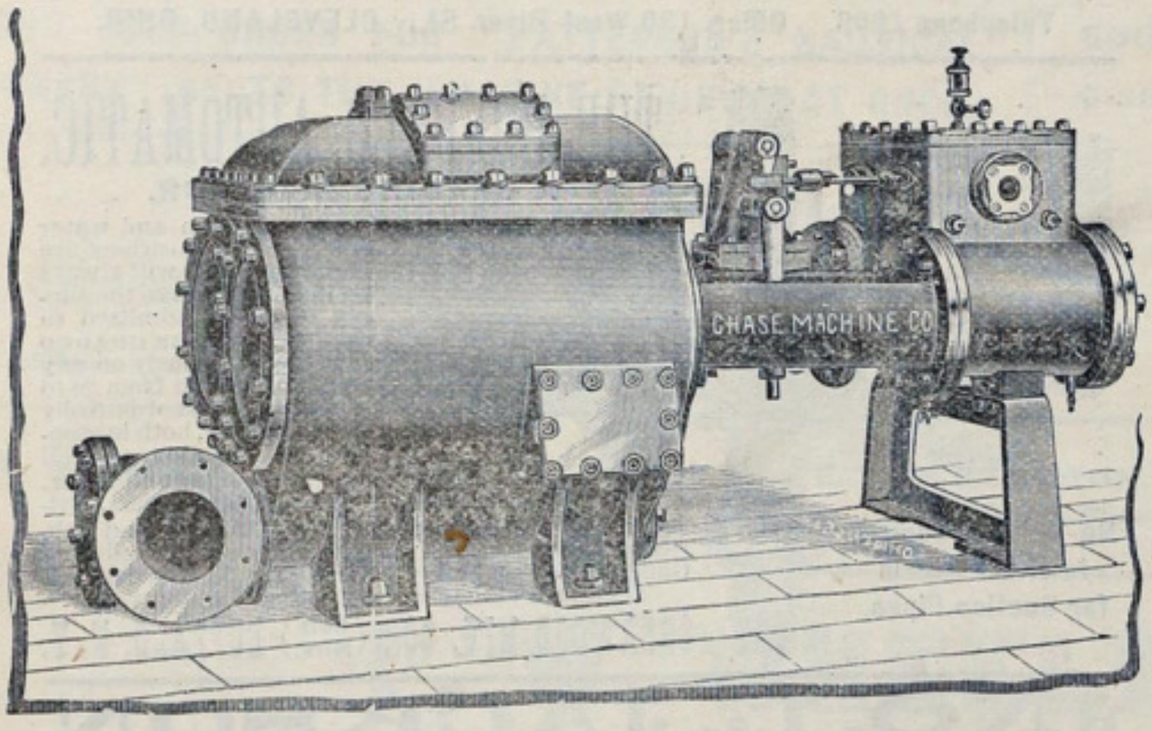

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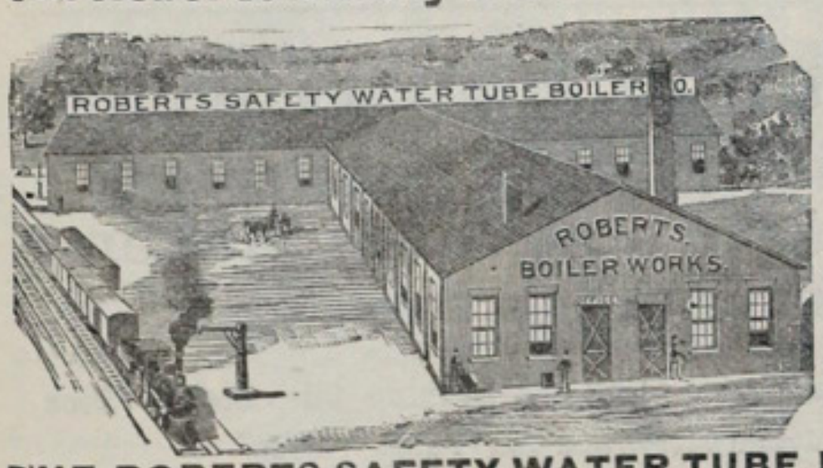

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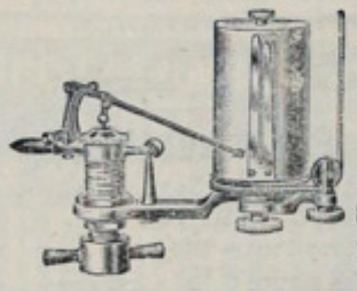

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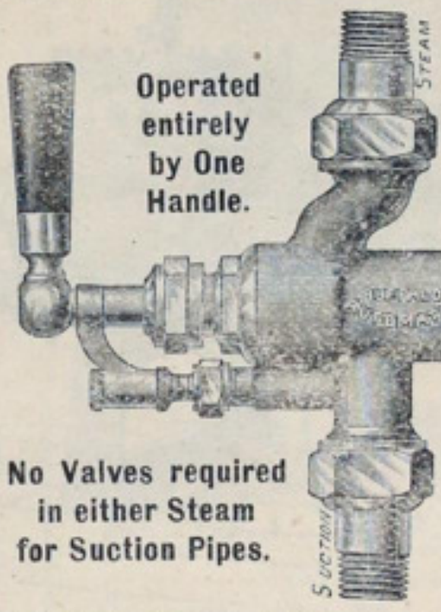

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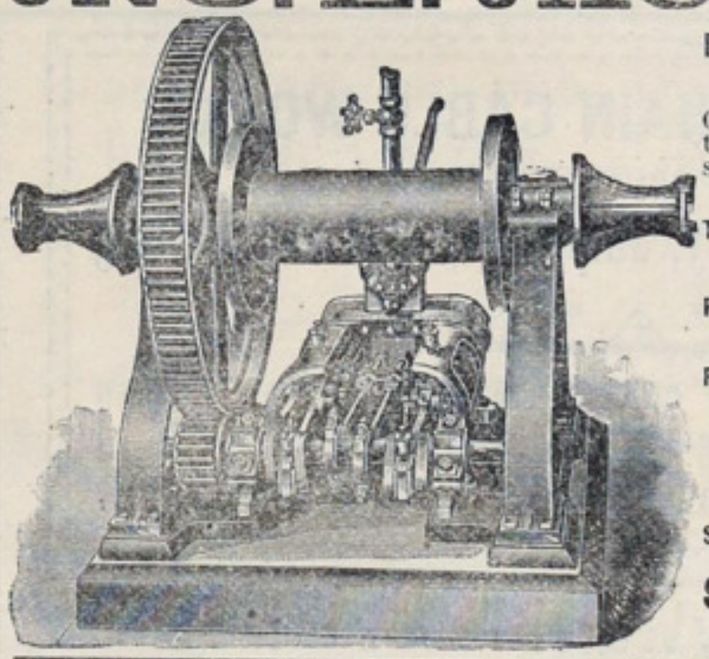

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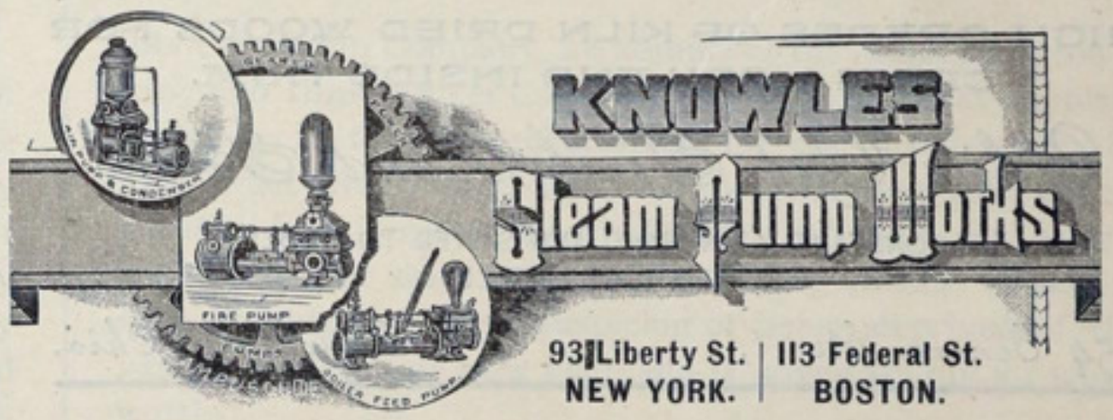

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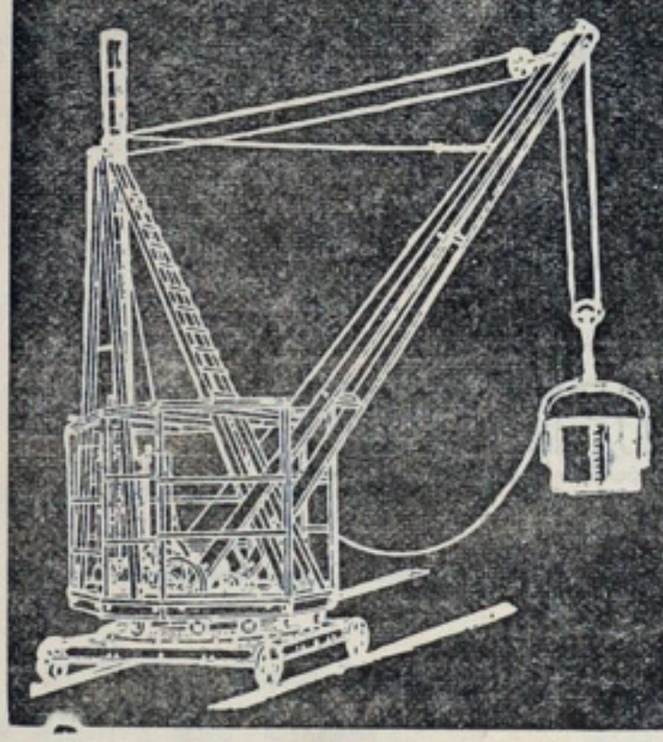

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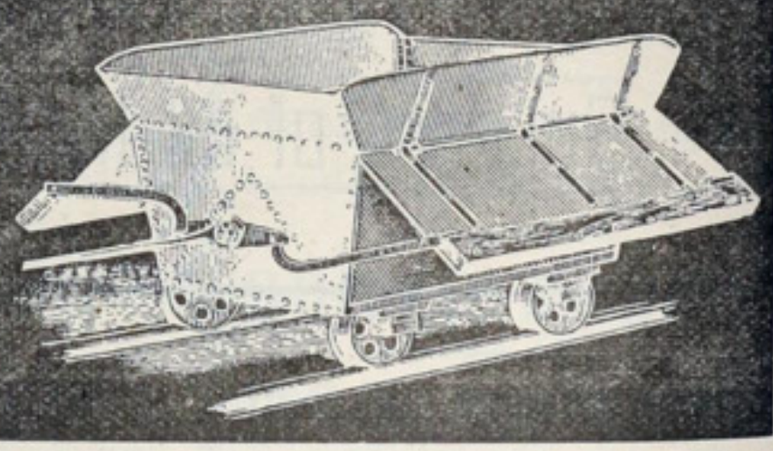

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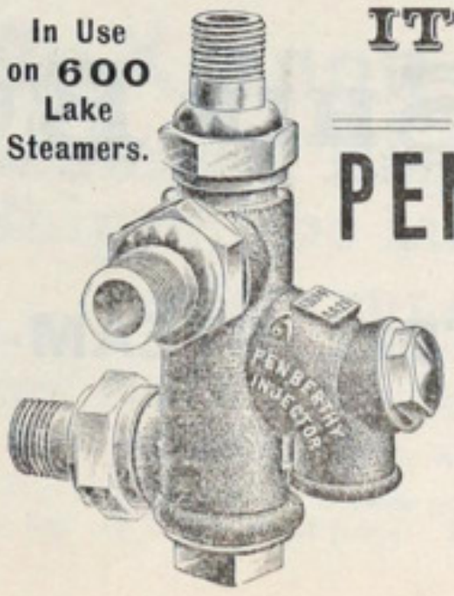

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